

COUNCIL
AGENDA

APR 14, 1976

THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

DATE: WEDNESDAY, APRIL 14, 1976
TIME: 11:00 A.M.
PLACE: CITY COUNCIL CHAMBERS
1 City Centre Drive
Mississauga, Ontario

ITEMS OF BUSINESS

1. FILE OZ-96-74 - WHITEHALL DEVELOPMENTS

By-law for the re-zoning of Block D, Plan M-3, on Falconer Drive in the former Town of Streetsville.

2. FILE T-24118 - WHITE BIRCH SUBDIVISION

Report dated March 18, 1976, from the Commissioner of Engineering, Works and Building, with respect to this proposed plan of subdivision.

3. FILE 9-76A - TAXICAB AUTHORITY

Report dated April 12, 1976, from Mayor Dobkin reporting on items discussed at a meeting held on March 30, 1976, with the Honourable James Snow, Minister of Transportation and Communications.

4. FILE 33-76 - BUDGET

Finalization of budget for the current year.

5. CONFIRMING BY-LAW

6. ADJOURNMENT



City of Mississauga

MEMORANDUM

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To Mayor & Members From W P Taylor
Dept. General Committee Dept. Engineering, Works & Building

18th March 1976

FILES : 16 111 73117 & 04-00-150.2

SUBJECT : A Proposed Residential Plan Of Subdivision off Indian Road - Lands owned by a Mr J Nesbitt White Birch Subdivision, T-24118, Area Z9.

ORIGIN : Plan Of Subdivision submitted by the above noted owner and subsequently discussed with various City staff members.

COMMENTS:

The above noted Proposed Residential Plan Of Subdivision is within a well established area of Mississauga, an estate area primarily directly off Indian Road in the Birchview Drive and Algonquin Drive area. Presently the site is in fact a large estate with the neighbouring lots also being large parcels of land.

Further to our report to General Committee of July 25, 1975, (copy attached) our department has been asked by the developer to review the proposal for a 50' road allowance with 26' of pavement and road ditches.

The 50' wide road allowance proposal with a 26' pavement width are substandard with respect to the City's present standards.

Planning Department have confirmed their position on the matter with respect to their Consolidated Report coverage. The reference to a 50' wide road allowance in this Consolidated Report was based on the assumption that concrete curb and gutter and storm sewers would be used. Planning Department has assured Engineering that the use of ditches was not considered in their finalization of the Consolidated Report. Further discussion with the Planning Department has confirmed that a standard width road allowance of 66' for the subdivision would not cause any of



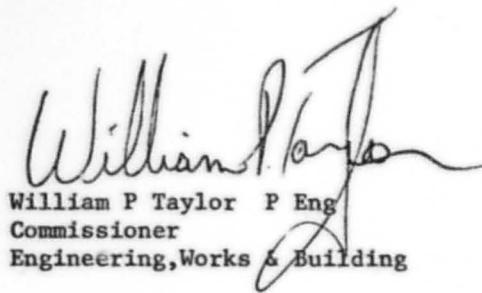
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Mayor & Members Of General Committee - 2 - 18th March 1976
'Proposed Residential Plan Of Subdivision : T-24118 : 16 111 73117'

the proposed lots to be deficient in area for
the intended rezoning.

RECOMMENDATION:

It is recommended that this report of 18th
March 1976, be received and that White Birch
Subdivision, T-24118, Area Z9, be required to
construct the internal cul-de-sac road within
a standard road allowance of 66 feet in width.


William P. Taylor P. Eng
Commissioner
Engineering, Works & Building


MAM
RBO:SDL:jew

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Mayor & Members of
General Committee

Mr W P Taylor P Eng
Commissioner, Eng, Works & Bldg

July 25 1975

Engineering Dept. Files:
PN 73-117; 04-00-150.2

SUBJECT: A Proposed residential Plan of Subdivision off of Indian Road - Lands owned by a Mr J Nesbitt White Birch Subdivision, T-24118; Area Z.9.

ORIGIN: Plan of Subdivision submitted by the above noted owner and subsequently discussed with various City staff members.

COMMENTS: The above noted proposed residential plan of subdivision is within a well established area of Mississauga, an estate area primarily directly off of Indian Road in the Birchview Drive and Algonquin Drive area. Presently the site is in fact a large estate with the neighbouring lots also being large parcels of land.

Originally, the owner of these lands, being a Mr J Nesbitt, had a draft plan of subdivision submitted to the City, indicating a development of twelve lots with additional lands reserved for lots in the future to be created upon the development of some adjoining lands. The existing features of the site are that at least half the lands is covered with a mature stand of maple, oak and birch trees, with young supporting growth sizes varying from 3" to 24". Within the mature stand of tree area is a small valley, approximately 10' to 15' lower than the highest point of land on the site. The remainder of the site is covered with trees of various species and sizes. Also existing on the site at the present time is a dwelling with a large pool area behind same.

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Mayor & Members of General Cttee
July 25 1975

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COMMENTS (Cont'd)

Because of this heavily treed area of the site and the existing small ravine, the Planning Department has been discussing the development of the site with the owner, resulting in a present proposal which indicates a cul-de-sac street into the site ending some 100' shorter than that originally proposed with the number of lots now being indicated to be nine instead of the original twelve and partial lots.

Because of the reduced revenue that Mr Nesbitt would be appreciating from the development of these lands due to the reduced number of lots and also because of the natural desirable and environmental characteristics of the site to be retained, we have been considering various measures to reduce the overall servicing costs to these lands. A considerable cost saving would be appreciated if the developer were not required to construct underground storm sewers and appurtenances being a concrete curbed road with catchbasins etc. It should be noted that the overall size of the development is relatively small, being only approximately 3.7 acres in gross area and that the nature of the soil is a permeable sand.

RECOMMENDATION: We would recommend that Council consider the allowing of this development to proceed with the construction of a proper paved, ditched road on an experimental basis and that the developer not be required to construct underground storm sewers and a concrete curbed road as per the existing City requirements for residential plans of development.

ORIGINAL SIGNED BY
WILLIAM P. TAYLOR, P. Eng.
Commissioner,
Engineering, Works & Building Department.

William P. Taylor P. Eng
Commissioner,
Engineering, Works & Building

SDL:psp
MAM



City of Mississauga

MEMORANDUM

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To ALL MEMBERS OF COUNCIL From M. L. Dobkin, M. D.
Dept. Mayor's Office

April 12, 1976.

On Tuesday, March 30th at 11:00 a.m., I attended a meeting with the Honourable James Snow, Minister of Transportation and Communications. The following items were discussed:

1. Taxi Situation at the International Airport

The position of the Mississauga Council regarding the proposed Mississauga-Metro Taxi Authority was once again affirmed to the Minister. The Minister was specifically requested to give considerable consideration to the Mississauga-Metro Taxi proposal.

2. Subsidy

It was pointed out to the Minister that the City of Mississauga being the area of the greatest growth in the Province of Ontario could not be treated in a similar manner to other municipalities as far as subsidies were concerned. We specifically requested that 1 1/2 million dollars be made available for the reconstruction of Tomken and Eglinton Avenue and that connecting link subsidy be made available in 1976 for reconstruction of the Lakeshore Road East and Mavis-Dundas intersection. It was pointed out to the Minister that upwards of 20 people would have to be laid off if these projects did not proceed this year.

3. Grade Separations

It was pointed out to the Minister that presently in the City of Mississauga there are 20 railway crossings which merit grade separation. The Minister stated that he wished the City of Mississauga to proceed with its "special grade separation program", and present the proposed program to him.

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ALL MEMBERS OF COUNCIL
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4. Articulated Buses

It was pointed out to the Minister that in the spring of 1975 a delegation from his Ministry went to Europe to study high capacity buses, and that the reaction of the Ministry had been most favourable. The Minister was asked to report in writing as to the present status of articulated buses in relationship to the Ministry's priorities and subsidy programs.

5. Traffic Signals

It was pointed out to the Minister that the City of Mississauga is under desperate need of traffic signals at Dundas and Glen Erin, and Dundas and Winston Churchill Blvd., and that we have been waiting for over a year for the MTC to install such controls. The Minister stated that he would look into the matter and report back to us.

6. Light Rail Transit

It was pointed out to the Minister that the Mississauga-Etobicoke Liaison Committee had adopted a recommendation asking their respective Planning staff to look into the feasibility of an above ground, light rail transit system linking the proposed Core of Mississauga to the International Airport and eastward to Metropolitan Toronto possibly along the Eglinton corridor. The Minister was asked to co-operate in this matter with us, and to look into the feasibility of such a scheme. I pointed out to the Minister that the section from the Mississauga Core to the International Airport would be an ideal location for the Province to attempt to resurrect something out of its former kraus-maffei system.



MLD:sn

M. L. Dobkin, M. D.
Mayor